

~~CONFIDENTIAL~~

CLASSIFICATION SECRET		25X1
COUNTRY <u>Germany (Soviet Zone)</u>	REPORT NO. <u>[redacted]</u>	25X1
TOPIC <u>Neuruppin Airfield</u>		25X1
RETURN TO CIA LIBRARY		
25X1 EVALUATION <u>[redacted]</u>	PLACE OBTAINED <u>[redacted]</u>	25X1
DATE OF CONTENT <u>2 October 1950</u>		
25X1 DATE OBTAINED <u>[redacted]</u>	DATE PREPARED <u>1 November 1950</u>	
25X1 REFERENCES <u>[redacted]</u>		
PAGES <u>1</u>	ENCLOSURES (NO. & TYPE) <u>[redacted]</u>	
REMARKS <u>[redacted]</u>		
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1. Ten biplanes were stationed at the Neuruppin (N 53/2 49) airfield on 2 October 1950. * It was rumored that jet fighters were expected at the field. The barracks at the field were occupied by Soviet Army units.
2. All hangars except two were destroyed. Five three-story barracks buildings and a **komendatura** were in the southern section of the field. There was a runway, 60 x about 2,000 meters. Construction work was being done on the aprons on the ends of the runway to enable the aircraft to turn round. ** About 700 men of the Maerkische Bauunion Firm, Brandenburg, (N 53/2 23), were doing improvement work. The runway, aprons, and taxiways were 15 meters wide.

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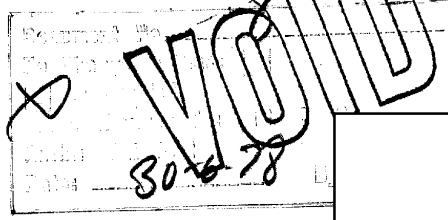
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* [redacted] Comment. PO-2s were previously observed at the field by [redacted] after the most essential construction work was completed. See [redacted] 25X1

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** [redacted] Comment. [redacted] the runway was about 2,000 meters long. [redacted] The information on the construction of aprons at the ends of the runway is received for the first time. However, it is believed possible. The exact course of the taxiways is unknown. 25X1

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008



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